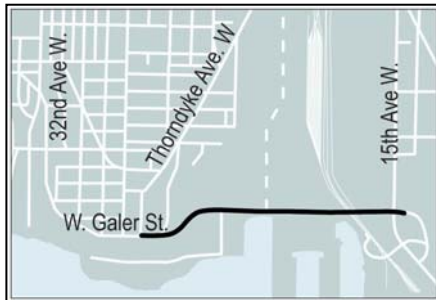
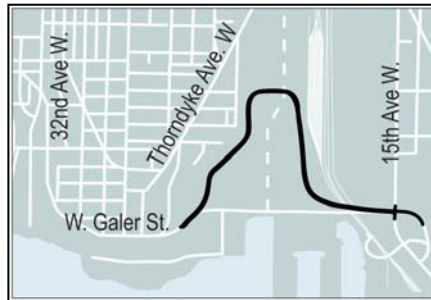


The Seattle Department of Transportation (SDOT) is studying four build alternatives and a “no build” alternative for replacing the Magnolia Bridge. These options include the following:



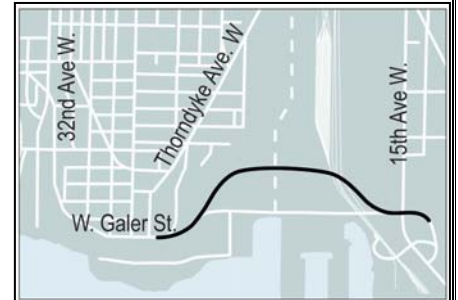
Alternative A

Replace the existing bridge with a new structure directly to the south.



Alternative C

Construct a bridge over the railroad, a segment of surface road through the Port of Seattle’s property, and a bridge that climbs the bluff up the Magnolia hillside.



Alternative D

Construct a new bridge in the form of a long arc to the north of the existing bridge.

The **Rehabilitation Alternative** involves bringing the bridge up to current load and design standards using the existing bridge structure, to the extent possible. This alternative would include replacing the bridge deck (roadway), stabilizing the foundation and concrete columns supporting the bridge (improving the soil by injecting grout to prevent liquefaction during an earthquake), replacing existing concrete bracings currently supporting the bridge with steel bracings, and adding a corrosion control system.

The Rehabilitation option would require a longer bridge closure than the other build alternatives, 18 to 24 months. This compares to 15 to 21 months for A, 12 to 18 months for C, and 6 to 12 months for D.

The estimated cost would be slightly lower than the other build options, though annual maintenance costs would likely be higher (see reverse for more information).

After completing some additional engineering and environmental evaluation of the Rehabilitation Alternative, the City expects to select a preferred alternative this fall.

The **No Build Alternative** would involve maintaining the existing bridge structure and connections at the east and west ends. Long-term strategies for maintaining the existing structure would be required, including an in-depth inspection, repairs, and preservation measures. The existing bridge is vulnerable to significant damage or failure from a major earthquake.

Alternative Cost Estimates

As part of the evaluation process, SDOT conducted a cost assessment to determine how the alternatives compare. These findings, summarized in the table below, will help the City select a preferred alternative for replacing the bridge.

Estimated Total Project Costs (Year of Expenditure in \$Millions)

Alternative	Estimate
A	\$196
C	\$214
D	\$213
Rehabilitation	\$178

Tips for Reading the Table

- Costs are defined as “Year of Expenditure,” meaning they account for inflation based on when SDOT estimates that dollars will be spent. The earliest construction could begin is 2009.
- The estimate is based on statistical analysis that shows there is a 90% probability that the alternative will cost this amount or less to build.
- Cost estimates assume there will be no delay in obtaining funding.
- Alternatives A, C, and D costs include property for right of way. The Rehabilitation alternative uses the existing right of way and easements.

More Information

- ♦ Contact Kirk T. Jones, Seattle Department of Transportation Project Manager, at (206) 615-0862 or at kirkt.jones@seattle.gov
- ♦ Visit the project website at www.seattle.gov/transportation/magbridgereplace.htm

